

PUBLIC HEARING TRANSCRIPT
Greensboro Western Outer Loop
Guilford County
TIP # U-2524

Good evening ladies and gentleman and welcome to the Design public hearing on the proposed Western Outer Loop of Greensboro. I imagine before the evening is over, we'll hear reference to Painter Boulevard. And that was a name that was basically given to this project back during the corridor study stage because of the old Thoroughfare Plan, but we currently refer to it as the Western Outer Loop.

Can everyone hear this all right? Is it loud enough for you? Okay.

I'm Bill Garrett with the Division of Highways and I will be your Moderator for the public hearing tonight. Those of you that might have attended one of the two corridor hearings we held on this several years ago, one of which was right here in this room. I think we probably had about 500 more people in the room that night than we have tonight, but I was involved with the project back during that stage also.

Now before I get into the proceedings themselves, I'd like to introduce a few other people that we have with us tonight representing the Division of Highways and well basically, the Division of Highways.

First from our Division Office, our Division Construction Engineer for this division Mike Cowan; the Division Right of Way Agent, Henry Moon. From our Relocation segment of the Right of Way Branch, we have Don Noell and Alan Rothrock. From the Roadway Design Unit, the lady that has been in charge of the project for the DOT, Sandra Stepney who is the Project Engineer on this particular project; and from the private engineering firm that has prepared the

document and the design, Preliminary Design that you see here tonight, Mr. Tom Goodwin.

And if any of you have looked at the map posted out in the lobby area there, that is the proposed cities connector between--I guess, actually when you incorporate the existing Cotswold portion, it's between Battleground and Lawndale. And the City is going to have their own hearing or meeting on that particular segment on the 29th of this month and it's going to be in the church at Lawndale. And I cannot remember the name of the church but Mr. Pew can tell you where that's located if you need to find out about that. But that is the city's project, and so I would appreciate it if you have questions concerning that do not bring them up during the recorded portion of this hearing, so that we do not get it intermingled with our input here.

Now the purpose of our hearing tonight is really two-fold, or actually three-fold, in this particular case. Not only is this the Design Hearing, and by that I mean showing the Right of Way, the various interchanges, rerouting the existing roads, streets, things of this nature. It also is a Roadway Corridor Official Map Act Public Hearing. And if you've looked at your handout there is a copy of that Act in your handout. We're not going to take time to go through that tonight. But if you'd like to read the Act, basically, what that Act allows to be done is. Following the public hearing, any and after we've reviewed the input received through this hearing, and developed a final preliminary design. I guess that's a "oxeye moron" final preliminary. But anyhow, when we've developed the design, the design will then be recorded with the Register of Deeds here in Guilford County. And when that happens, the law then allows the local officials as well as the State to protect the corridor from any development, anything being constructed within any subdivisions being approved that would fall within the corridor for a period of three years, from the time the individual property owner requests action on their property. It doesn't start when it's recorded and go for

three years. If action is not requested on a specific piece of property for five years, then it has three years from the time that is requested. And the purpose of the Act and the reasoning for it is. For a number of years, and I think the Painter Boulevard location was an example, thoroughfare plans would be developed and general locations of routes would be shown on the thoroughfare plan, but it may be a number of years 20-30 something like that, before that particular route reached the planning stage. And in the meantime, it might be developed to a degree that it no longer is a viable route. Since this project is not scheduled for Right of Way procedures to begin until after our current Transportation Improvement Program, a seven-year period which puts it out beyond the Year 2002. Then this Act will be used to protect the corridor in the meantime, from additional development going in that could create problems. But that is the purpose of the Act, and if you have any questions concerning it we will certainly try to address them. I'm not an attorney, so I can't address it from a legal standpoint, but we can certainly get you in touch with someone in our legal section that can address it for you if necessary.

If you will let's take a look at the handout. I want to point out just a couple of items and the rest of the information I'll leave to your own reading. On the first page there's a segment entitled "Your Participation." And basically, what that is doing is spelling out how you can be a part of our planning process, a part of this hearing process. And also, I would like for you to read the last paragraph under that segment because that basically tells you how I like to see our hearings go. I know that there's differing opinions among those of you here tonight, and all we're saying there is no one with the State is going to debate or argue with you about the project. And we appreciate it if you don't argue or debate among yourselves if you happen to have a differing opinion, that's all we're saying there. Following the hearing, as I said we will be and the professional staff particularly, will be reviewing everything that we receive through the process.

On the next page there's some general information about the project that I will leave to your reading. And then the next page is a map. Unfortunately, the map didn't turn out as well as I would have liked. The heavy line you see on that map is the corridor or the location for the project that was approved. Now do not try to use this map to pinpoint that location because the scale on the map is so small or so large, depending on which way you look at it that you can't use it for that, but it gives you an idea of the general location that was studied. And this corridor varied probably from 700 or 800 feet in width out to some places over 1,000 feet in width. If you look very close you can pick up along there some kind of a fuzzy looking area, and the original of this map is in color. And what that fuzzy area was showing is where the Eastern alternate was located. And it also shows some of the crossovers where you could go from the Eastern to the Western or vice versa. But I wanted too, since it had been a while since that corridor hearing was held, I wanted to give you that information.

The last sheet in there is a Comment Sheet that you may use to drop off information with me tonight if you'd like. Or if you want to think about it awhile we're going to keep the record open for a couple of weeks. And you may submit anything in writing or any type material that you feel should be considered before a final design is approved on the project.

Now at this time, I'd like to just kind of walk you through the map real quickly. I apologize for the fact that the stage is curved so you get a kind of a panorama view. If it was concave we'd better off. But being convex like this those of you on that side can't see this too well and vice versa. But I would like to just briefly walk through it. I'm not going into a lot of detail so that I can give you some information about our Right of Way and Relocation Program. And while I'm mentioning Right of Way, I don't want to fail to mention that we also have with us tonight, one of our long-time employees who's retired now. But headed up our

Right of Way Branch here for a number of years, Mr. Bob Broome and we're certainly glad to have him with us tonight also.

Can you hear this alright? Is it loud enough? I might need to move this up a little bit. How about now? That's what happens when you get hi-tech. I think what happened this battery is gone. Thank you, Mike. I think I had a dead battery in that particular one. Can you hear this alright now? Oh, I know what's wrong. Here you go, Mike let me give this back to you. I just have solved the problem. I hadn't turned this on over here. Again when you go hi-tech you have to remember to turn all the switches. And at that particular time, I had left one of those switches off. Alright how about that can you hear me now? Okay.

To give you a little run-down on the various colors that we've used on the map and what there're indicating. The areas of dark Green are existing right of ways or the existing right of way along the present roadway system in the area. The lighter shade of Green such as this shade in here is the proposed right of way that is needed, and this is the area that will be recorded with the Register of Deeds. The Yellow you see on here is indicating the main roadway, The Loop itself, and also some changes that will be occurring to the existing system. The Brown indicates the various buildings these are homes, businesses, all types of buildings in the area of the project. Red is indicating in this case, the bridges, and in most cases, it could be other types of concrete structures too, culverts, something of that nature. Orange is usually existing roadway that possibly would have to be resurfaced as part of the project. It's the area shown in Gray or the existing roadways that will remain just as they are no changes in them. If they have Cross Hatching on them the Black lines over them that's indicating areas of existing roads that will be removed. Blue is the bodies of water or it's several ponds and things in the area. And sometimes you'll see some Yellow and Black Cross Hatching that could indicate a run-around type road or a temporary detour road. In some cases, we might have some roadway that's

gonna be involved with other construction in the area that might be shown in the Yellow and White. And the little Red circles along the right of way line indicate control-of-access. And what we mean by control-of-access is there would be no roads or streets tying into The Loop. In other words, it will be just like your interstate project, a freeway. The only access is by interchange so that you do not have the system breaking down sometime in the future due to congestion from entering streets and intersections and so forth.

The Typical Section varies as shown in your handout there. It's a basic four-lane facility, with a 46-foot grassed median. In some areas there will be as many as six to eight lanes because of auxiliary lanes needed between interchanges and things of this nature. What happens when you put the interchanges in, you can't put the short accel-decel type lanes that occurred back 30-40 years ago, because you just can't move in and out of traffic at the speeds that they operate. So they'll add additional lanes between these particular points but your basic section is a four-lane divided section. And the right of way as you can see by the Green color on here is going to vary in width dependent upon the area and the type of construction taking place in that area.

But the project begins here. This is I-85 right here and this particular project begins just short of Wiley Davis Road. The I-85 Bypass which we brought to hearing not long ago, comes around in the interchange with part of that project and this ties right into that particular project. Here at Wiley Davis Road the proposal is to carry Wiley Davis over. There's some existing roads in here McCuiston Road, West Vandalia Road, that portions of those will be dead-end and be rerouted along Vandalia or excuse me, along Wiley Davis Road to give the access back over into those particular areas. This is the Oak Hester Park area in here the lake that exists in that particular area there. Here we're going over Groometown Road, which keeps Groometown operating as it does now with The Loop going over. The same thing is true here at Kings Mill Road.

And I know that several of you have been looking at this area. There were several of the existing segments of street in here that will be removed as part of the project and some cul-de-sacs put in, in some areas and some service roads or tie-ins put in other areas. Here at High Point Road, the little Yellow and Black if you looked at that is the detour route while the bridge is built to carry High Point Road over. Again, the same thing happens here with Tucker Road. Part of that is going to be removed as a...By the project and cul-de-sacs going in on the east side, excuse me, the west side and then a frontage road or a relocation of Tucker Road over to this area to Crosswell Road excuse me, Cromwell Road in there. This is the Norfolk Southern Railroad. And the railroad itself will be carried over. The Black and White tape on here indicates the railroad detour that will have to be constructed while the bridge is built for the railroad itself. Here at Hilltop Road, we're proposing to go over there proposing to take Brittford Parkway over the project. And it will be it currently comes around as shown in this dark Green and will be relocated slightly as shown in the Yellow and Red there.

Here we're coming into Wendover Avenue and Guilford College Road coming in through here. The interchange and there is an interchange proposed with Wendover and also, an interchange here with Guilford College Road. Actually, that's between Wendover and Guilford College Road there, and as you can see by the Red a number of structures. But currently Guilford College comes down in this manner and it will be relocated as shown there due to the interchange going in in this area here. At this point, we're interchanging with I-40 and when you have what we refer to in the highway design field as, a freeway-to-freeway interchange that means that you have to put in a lot of directional ramps as opposed to the loops because of the amount of traffic and the type of facilities, and that's why you see this large area being required for the interchange. You see a number of bridges and the routing of The Loop here and swinging off to I-

40 there. And this point right here matches the right end of that map over there, and actually that map is going east to west, right to left so it might be confusing because it's not oriented to the way the road actually falls in relation to our location here.

Here at 421 again, there'll be an interchange there'll be a half-clover type interchange due to the railroad being on this side. And the Loop over here at West Friendly Avenue this is called an urban diamond or a compressed diamond-type interchange. The design has been developed to be used in areas that are heavily congested and pulls everything in very close. Where you now have I guess, what two or three of these in the State, it's some in the Charlotte area. You really unless you're using the ramps you don't notice any difference in traveling through on the main lines. But what had happened was the ramps were pulled in very close and everything is controlled by traffic signals.

And this is Stage Coach Trail that currently comes into Friendly here. That is going to be relocated as shown here in the Green and Yellow. Here at Ballinger Road it will be carried over The Loop going over Ballinger keeping it open. Old Oak Ridge Road will be carried over and will require a detour route on site as we call it right there where the work's going on. This is Bryan Boulevard and you can see the darker Green in here along the existing. This will be The Loop interchange with Bryan and the interchange with Inman Road due to the location of this one will have to be converted from a diamond interchange to a half-clover with everything on this side, in order to give room between the two for the vehicles to make the necessary weaves and lane changes.

Here at Fleming Road proposing to take it over Horse Pen Creek Road would be carried over. And this is Draw Bridge Parkway which would be carried over and this segment in here will require some resurfacing along in there and this portion will be totally rebuilt in that area. Again an urban diamond-type interchange in

here which as I said, pulls everything in here very tight the bridges over the creek in there because of the flood plain area. And as we move into Lake Brandt Road it will be carried over Old Battleground which comes around in this fashion will be dead-end, will tie-in to Lake Brandt will dead-end on the other side of Lake Brandt and the access would be across and back in this direction to get into the area there.

And this is the section that is involved with the city's project that I mentioned a few moments ago. They will be extending Cotswold here over through this area into Lawndale and a portion of the necessary right of way for that two-lane connector will be purchased, and right now our schedule is to get to the right of way just as fast as we can. For this particular area here, I think we're probably looking at at least another one, two, three, month type situation but it will be done just as rapidly as we can get to it for that connector. And then as I mentioned, this point right here on I-40 ties in to the top of the map there in the center where the I-40 location is and is showing the where we cross I-40 the Chimney Rock Interchange will be taken out, and the interchange will be shifted down here to Gallimore Dairy Road. And again it's an urban type diamond interchange to keep that compressed. Also, will be additional lanes added to I-40 because of the major interchange. And of course there are plans as part of the overall highway program to improve I-40 all the way to the Winston Salem Bypass sometime in the future. So this would be compatible with that particular project and the work going on on I-40 now coming out towards 68.

Now that covers the detail as far as the design. As I said, we will be recording this map and protecting that right of way for the--until such times as funds are available to actually start purchasing. There is always the opportunity of anyone with a hardship situation on their property to request what we refer to as, Advanced Acquisition. So you know if this applies to things like you maybe transferred by your company and you've got a home that's sitting there in the right of way and therefore, you can't sell it because nobody basically would want

to come buy a home that they know the road is coming over. Or I'd say most people wouldn't. Occasionally you might find someone that wants to be there just two or three years. But in cases like that you can make a request to our Right of Way Branch, and what I would suggest is contact your local office here that Mr. Moon heads up. And then they can give you the procedures to follow in presenting this to the Department of Transportation. But that is a something that is available for true hardship cases. If you just decide you want to go ahead and get out of there before the road gets there that wouldn't qualify you for hardship.

But the, once we get into the right of way stage itself in other words, the purchasing of right of way, the first then will happen the right of way will be staked on the ground so that everybody can see it. And by that time, we will have detailed right of way plans that will be even more detailed a little more accurate than what we have here tonight. But it will be staked, then qualified right of way personnel, qualified appraisers will be appraising the property as it stands when they come on it based on the best use of that and determine market-value for the property. And I know a lot of people in projects like this get concerned that the fact that this project is being proposed depresses the value of the property. It's my understanding that when our Right of Way Personnel start looking into this, they go out and check several areas to get recent sales to develop value of property and try to keep that particular factor out of the appraisal process. But the property will be appraised, an offer made to the property owner by a Negotiator. And the property has to be acquired naturally before we can move into the construction phase. In addition to that, those that fall within the right of way and have to relocate into other homes, other business locations there's a Relocation Assistance Program available that has funds in it that can be added to what you have already been paid in the right of way settlement to assist you in moving into comparable homes to offset moving costs, to help take care of increased mortgage situations that might occur if

you're a tenant and you have to pay more to rent comparable property, it's used to help offset those increases and to cover incidental fees.

Basically what the program is doing is trying to cover costs that you're going to incur by having to move over and above what you've been paid for the property, so that you do not have out of pocket costs due to being required to relocate. I have with me tonight, some information on the Right of Way and Relocation Programs if any of you would like copies, if you'll see me after the hearing I'll be more than glad to give you a copy of that.

The Relocation Assistance Program will be handled by either someone in Mr. Noell's position, Mr. Rothrock they maybe involved themselves it just depends upon who's in those positions at the time it occurs. But they will assign agents to the project and they will work with everyone that has to relocate on an individual basis to make sure first that you know everything that you're entitled too. And what you must do in order to qualify for your payments and not miss out on any of the payments. The one thing that I advise everyone in projects like this is don't make a commitment on property or make a move without talking to our Right of Way Personnel and our Relocation Personnel before you do it because we do not want anyone to miss out on payments that their entitled to because they moved too quickly and didn't check with us, so just keep that in mind. But they will assist in any way they can in carrying out the Relocation Program and helping you with that program. And I believe that covers the details that I had so, at this time I'm going to call on the four speakers. And once I've completed those four, then I'll move on into anyone who would like to ask a question, make a statement. We're going to have two mikes in the isle so all you have to do is raise your hand, we'll bring the mike to you instead of you having to come to the mike.

And our first speaker tonight is Mr. Bill Ross. Just a moment Bill, let Mike give you the mike and then you can start, alright? Thank you.

Bill Ross: I want to raise a design issue relative to the intersection of the Gallimore Dairy Road and Interstate 40. Back in 1988, the voters of Guilford County approved a Bond Issue for parks and greenways. One of the main projects was a 16-mile greenway from High Point through Jamestown to Greensboro. Now with that Bond money the lower six-miles of that greenway has been built now. The Northern third roughly four or five miles is being built as we speak. So the critical part now is getting the greenway connected and that missing link. The critical part of the missing link is getting it across the Interstate and roughly the Gallimore Dairy Road area. So the main comment I have is that we'd like for the Department of Transportation's help in coming up with an effective design solution to get that trail connected. Now back in December, a County Planner named Roger Barsley wrote Ms. Stepney a letter listing the number of options for the greenway connection across the interstate. Of the options, it seemed to me that the most desirable one, the safest most enjoyable one for walkers and bicycles using the trail. And the most one that would serve the most needs of the people using the trail would be Option A, which involves coming North along up the east fork of the Deep River, up the little tributary to a point in which there would be a pedestrian bridge across the interstate west of Gallimore Dairy Road. And I wanted to urge the Department to adopt that of those options and offer whatever assistance we can in coming up with the right way to do that.

Moderator: Thank you sir, we'll certainly be glad to look into that.

Bill Ross: I gave you a written comment.

Moderator: Right that is part of the record. Our next speaker is Robert J. Andrews. If you'll just raise your hand Mr. Andrews and we'll...

Robert J. Andrews: I didn't go up to speak I was just representing.

Moderator: Oh, all right sir. Okay. Donna McGuire. And if you will Donna, if you'll speak right in to the top of that mike everyone can hear you.

Donna McGuire: I live on Pickering Road in Greensboro in the Kings Mill Subdivision.

Moderator: Okay try now.

Donna McGuire: Okay is that better? Okay, I live in the Kings Mill Subdivision on Pickering Road. And when we purchased our home in 1991, we were told it was going to be a four-lane highway, if it came through our neighborhood at all. Now I'm finding out it's eight-lanes through our neighborhood. Obviously, I'm very very upset about this and I was wondering if anything can be done to change it?

Moderator: Well we'll definitely be glad to you know to take a look at the situation. I think one of the problems in that particular area is the proximity to the freeway-to-freeway interchange that exists with I-85, and a lot of the lanes that are involved with the ramps coming through there. So it's still a basic four-lane route but these other lanes are due to ramps and things, but we can certainly, with your concern we'll be glad to take a look at that.

Gentleman on the front row here, Allan in the burgundy sweater maybe, wine color whatever.

Ed Wilson: I'm Ed Wilson. I live on Stage Coach Trail, it's located between Friendly Road and West Bunker Street. It's quite a few old families living along there and we've been there quite a few years. And what you're doing to Stage Coach Trail right now is gonna take away everything we've been living with for quite a few years or more. You leave the road in front of us and cul-de-sac that at Friendly Road and then you gonna come in behind us and cut right through most of that property. It seems like you're doing an awful lot to disrupt it without really gaining anything from it. It would appear to me that the lot at the corner of Stage Coach and Friendly, excuse me at Friendly and Stage Coach is accessible, it's open right now. It would appear to me that present Friendly Road could access, excuse me Stage Coach Trail could access Friendly Road without this cutting in behind it. I was just wondering if that's being given any consideration?

Moderator: I really couldn't say at this point but we can certainly take a look at it since you brought it to our attention. Thank you sir. Lady down here. Well let's see we had a gentleman back here. If you don't mind let us catch him and then we'll come to you.

Unidentified Male: You referred earlier to the fact that building permits would not be allowed within the corridor. Could you define more specifically what the corridor is? Is that the study corridor shown in this map or is it the smaller right of way corridor?

Moderator: It's the smaller one, it's this one shown on the map here tonight. It's the Act itself is references corridor but really when we record them they are basically right of way's that we record.

Unidentified Male: So it's not the study corridor shown in this map?

Moderator: No sir, it's the map shown right here.

Unidentified Male: Thank you.

Moderator: Uh huh. Appreciate you bringing that up so that we could make sure that everyone understood it. The lady third down there.

Barbara Collough: My name is Barbara Collough. I live in Kings Mill Subdivision also. My house is going to be located 75 feet from a 25-foot high eight-lane bridge. My family is gonna be in danger due to the exhaust fumes that are going to be coming from this bridge because it's going to be going 24 hours a-day. Also, it's a possibility a truck could very easily go through the bridge and end up in my kids' bedroom. I'd like to know if there is something could be done about this? I am unable to sell my home because of this road and just to get away from it I wanted to be out of there. As soon as somebody hears 75 feet away from the bridge it's like well, I wish you luck honey, bye. Is there gonna be any kind of proximity damages that will be available to people that are going to be as close to this project as we are gonna be? And it's unbelievable that they are coming through a development with the caliber of houses that are there with an eight-lane road.

Moderator: Well to answer you first question. If the property is involved within the right of way and there have been some cases that I have heard of but rare cases, and it's not that this particular nature. My understanding and I'm not in the Right of Way Branch is that unless that property falls within the right of way some portion of it then, there is not proximity damage available under the current statutes that we operate under.

Unidentified Female: There is if you file a lawsuit, right?

Moderator: I'm sorry?

Unidentified Female: There is if you file a lawsuit though correct?

Moderator: Oh, you can always do that. Whether you would have any success, I don't know. You know they could tell you, some attorneys could probably tell you what the past history might have been because I'm sure some of those type suits have been filed in the past some where in this State. But I you know, I couldn't, I really don't know of any projects that I've been involved with over the years that have been successful in those type suits. But I'm the first to agree that damage is created there's no question.

Let's see, I believe did I see a hand over this way? Gentleman, okay he didn't want too. All right gentleman here the second row.

Unidentified Male: Well my house is located...

Moderator: Please talk right into that mike please, so that everybody can hear you.

Unidentified Male: My home is located even closer than hers, about 25 to 30 feet. I'm looking on the Project Information the second or third sheet. Does this indicate the approximate amount of homes that's gonna be taken? It says Residences 336 is this approximate number?

Moderator: It's an approximation. It's the best we can determine with the mapping and the fact that I don't know that it's been totally updated like your home doesn't show up on this particular map because it's been built in the last...

Unidentified Male: It does show up on the map.

Moderator: Oh, it does? Okay.

Unidentified Male: Just by number of course. Is that the number reflective of this particular amount in this amount?

Moderator: The amount that we show there is our best estimate at this particular stage as to how many homes are involved. The 336 what is it?

Unidentified Male: My question is the number that's on the map my home is it in this group is what I'm asking?

Moderator: I couldn't really say because no, when we were looking at your property earlier you were not within the right of way and you know if your home is not within the right of way it would not be reflected in that number, no. But that number is just at this time an estimate and once a project moves into the right of way of course it's based on actual field information at that time. Are there others? Yes ma'am.

Unidentified Female: Thank you. When you go through a development like the say Battle Forest Village that has townhouses. When you when your right of way shows that a unit is cut in half, I don't mean a house I mean a series of four houses in one unit. Will you take the whole unit, the whole four houses, will you cut it in half, how will you handle that?

Moderator: The way I'm going to handle it is refer it to Mr. Moon and let him address that for me because I really don't, I don't have any idea. Allan, where's Allan? How about give Henry your mike please.

Henry Moon: In all honesty at this point, the only thing that I can say for sure is that those that are in the right of way will be taken. When we come to the actual final plans, we'll have to look and see can the remaining units that are outside can a wall be salvaged there or replaced and leave them alone, or are they constructed in such a way that we would need to take all of them. But we've looked at some over in Battle Forest and different areas and no definite answer has come up on that yet. And to be honest in my whole career, we haven't had this ever happen before. This project is the very first, so I can't give you a definite answer at this point.

Unidentified Female: Okay, thank you. A second question is what's being done in way of establishing sound-barriers? I mean what are you looking at there?

Moderator: Are you talking about types or areas or places?

Unidentified Female: Well I'm thinking of when you cut this unit in half and I'm thinking of the people who live in the other half and these people who's homes are within 25 feet of a major bridge area. What is being considered in terms of sound-barrier or protection?

Moderator: Okay we do a complete study of the entire project as in relation to sound-barriers and determine where sound-barriers are warranted under our current procedures. And we're showing on the map a number of areas where it's already been determined that they will warrant sound-barriers going in, and so in those areas right now the proposal would be to put them in. As we get into a final design, we would even refine that study to make sure of it because you have changes occurring adjacent to the project, and you get more receptors available and so some areas that may not qualify today, two or three years from now may have enough in there to qualify. So I feel sure that it will be

an on-going type study but any place that qualifies under our current noise warrants will receive some type of noise abatement measures. Right now our proposal, our normal proposal and normal type of noise abatement is the polyethylene wall such as have been going in on I-40 in the construction area the Gray walls.

Unidentified Female: Is that determined by how close you are to the right of way?

Moderator: No ma'am, it's determined by the number of homes that would receive a certain amount of reduction if a wall was built, a certain amount of noise reduction. And of course, the closer it is to the right of way the more reduction it would receive but it also takes into consideration some of the homes that would be further away from the right of way. And if there are enough homes receiving the reduction to keep the total cost of the wall below no more than \$25,000 per home receiving the reduction then a wall maybe constructed. If it exceeds the \$25,000 per home then the warrants currently would not allow it to go in.

Unidentified Female: One more suggestion, I think that whoever designed those panels should be strung up and lynched but if is there any possibility we could have something a little more desirable, like the walls over towards Durham that are in brick and there're a little more in keeping with our neighborhoods actually.

Moderator: If you can get the City to foot the difference or the County or somebody to foot the difference between the polyethylene and the brick that's the way Durham is getting theirs. The City is actually paying probably \$6 to \$7 a-square foot difference in the polyethylene wall and the brick wall.

Unidentified Female: Okay, thank you.

Moderator: Uh huh. Our policy right now statewide is polyethylene walls if you have anything different funding has to come from another source. Yes sir.

W. H. Kincaid: I'm W. H. Kincaid and I live beside Wilson over here and I'd like to...

Moderator: You need to talk right into the top of your mike there.

W. H. Kincaid: I would like an explanation of this number nine taxation of property within a certain roadway. Alright does this 20 percent of the rate only apply to the corridor or to the property as a whole?

Moderator: It applies it's my understanding it applies only to the corridor and it only applies if the property is undeveloped. If there is any development on the property then that does not apply.

W. H. Kincaid: Who assigns how much that corridor right through the middle of your lot is worth?

Moderator: Well, I think what it is they reduce it by percentage of the current tax for it. It would be handled by the local tax people. It would not be the State would not be involved in making that determination it would be the local tax office. But if there's anything constructed on the property, then it doesn't qualify it has to be open land. Unfortunately when the law was passed they set it up that way, so it only applies to the open land. I found that out. I didn't realize it myself the first time we used this until someone tried to get their tax break and informed me that they were told they couldn't get it because they had a home on

the property, and while it was taking part of the lot as long as it had any type development on it that it did not qualify. Are there others? Yes ma'am.

Nancy Ratledge: My name is Nancy Ratledge and I...

Moderator: You need to talk right into the top of it. Thank you.

Nancy Ratledge: My name is Nancy Ratledge and I live on Stage Coach right down at Friendly. My question is a general question. With recent news of 73 coming down 220 into 68 I believe, is there any possibility that this road would become say the interstate instead of their using 68 or is there any possibility of this road not being built and using 68 as part of the Western Loop?

Moderator: As far as 73 and 74 are concerned, if you've read about it in the paper and I'm not making light of this or anything. If you read about it in the paper you really know as much about those two routes as I know. The only thing because there hasn't been anything coming down to my level within the Division of Highways about those two routes other than, we've seen in the paper they have been approved on the Congressional level. You know we also have a project in the middle here relocating proposing to relocate a section of 68 and upgrade it. And I really could not tell you anything about where 73 may or may not go because at this time we really do not have any information. I do not think that you would ever see the Loop used as part of 73 because that's really not the purpose of it although, we've got I-40 as part of our beltline in Raleigh but that's just my personal opinion. But as I say, I have no knowledge about because we really haven't started any real planning on either one of those routes yet. So the only thing I know is what the Governor and Secretary have mentioned to the news media that the routes have been approved on the Congressional level but that does not mean that they have pinpointed where they're going yet. Yes sir the gentleman right there in the middle either one of you.

Unidentified Male: I really have two questions and they both deal with timing. The first one is, when is the stake I guess, going to be driven as to the exact location of the Loop is that anytime soon?

Moderator: This Loop?

Unidentified Male: Yes.

Moderator: The location has been approved.

Unidentified Male: I mean it is not going to swing any fluctuate any. I mean if you're located within the Loop then you're pretty much going to be...

Moderator: Right enough study and so forth has been done now that we as an agency did not foresee any changes in the location. You know there's always that possibility of a minor shift somewhere if something is discovered that we don't know at this moment, but this is as far as the DOT is concerned is the location for this segment.

Unidentified Male: Okay and the second one is, I guess the Year of 2002 is the one the next seven-year plan or where the money is being ear-marked for certain projects?

Moderator: Well they're updating the program right now. Of course it loses a year and gains a year each year because keeping the full seven-year period, and really the program just says that the funding for this project is post-year. So that's why I said it would have to be after 2002 but that doesn't mean that it could be into 2003 it might even still be further out in there. Now there is I think some action being requested in the General Assembly about a bond issue

for some of the loops in the Highway Trust Fund. And if that bond issue is successful then that could change schedules because it would make more money available for the seven loops that are designated in that Fund.

Unidentified Male: Okay thanks.

Moderator: Uh huh. Mike after the lady, the gentleman down here. Yes ma'am.

Unidentified Female: Perhaps I could ask a little bit more specific question than he asked. Specifically if you have property that is within the corridor and it's reasonably certain that it will be taken when does the Department of Transportation plan to start buying the right of way? In other words is it going to be two years from now, a year from now or somewhere in the wild blue yonder?

Moderator: Right now the only thing we can tell you is that it is not programmed at the present time so, we do not have a specific year. The current schedule covers a seven-year period so that it is not scheduled in the next seven years, and that's really the only thing we have on it at the present time.

Gentleman right there in the middle of the row, Mike.

Jim Wiley: Yeah, the three--I'm Jim Wiley we live on Hornaday Road just go down by Buffalo Lanes and we're in the center. Our unit is going and we're in a position where I've requested a couple of real estate agents come down. Well up front you tell them Painter Boulevard is coming through they don't even like to talk to you and we can't sell it. A couple of people have been able to sell at loses. I myself have a VA loan. I'd like to sell the place and move on up that's what you do in real estate. I guess my question is and I plan to

retire again in about four years. I'm retired from the military. I'm going to retire from the Postal Service in about four or five years. We got a problem down there that we can't clear our [inaudible] or sell our buildings because nobody wants on the count of the roads. So I guess our deal is we'd like to volunteer for you to start working on Wendover down there off I-40. Do we need something like that?

Moderator: Well unfortunately you know it's like I've had to tell the others the way the program is set up right now and of course if a hardship develops particularly, say after you retired from the Postal Service and due to that retirement were relocating or something like that you could certainly request that advanced acquisition. I couldn't tell you at this time you know, what the climate might be, whether it would be approved or not but unfortunately that's about the only route that's open at the present time.

Unidentified Male: [inaudible]

Moderator: Unfortunately when we got into the Highway Development Program that requires a number of years to get a project from the start of the planning to the actual construction of it it's created a lot of hardships of that nature. Who would like to be next? Okay Mike, you get some more exercise there.

Unidentified Female: I just have a question. This is supposed to be an outer loop but it seems like it's an inner? How come it's not going out further? I mean it's within the City of Greensboro. If it's supposed to be an outer loop why isn't it going out further around Greensboro, High Point, etc., as opposed to right through the middle of Greensboro?

Moderator: Okay, I think first if you'll look at the title of the Loop it's an Urban Loop. And the location of the Loop on the...

Unidentified Female: Outer loop.

Moderator: Oh, it's showing outer loop? Okay, I'm sorry. I have to...You know it's amazing because I typed that myself and didn't even realize it. But anyhow, the other route that was being considered was the original thoroughfare lap, and you hear it referred to as Painter Boulevard was much closer in or even closer in than this route. The purpose of a route of this nature is not to just move traffic around, through-traffic around Greensboro. It's probably, it's major purpose is gonna be to move Greensboro traffic around Greensboro to different locations. In other words, someone on the north side that wants to go around to the south or in one of the other areas rather than having to go through Greensboro, it would move the traffic around in that fashion. So it's really not it's not set up well. It's set up to handle both local and through-traffic and when you do that if you push it out too far all you get is the through-traffic. And then your existing system has to carry the traffic within town or within the Greensboro area, and to build up the traffic that's particularly taking place in this segment of Greensboro with all of this development that's going in. So it's really a route that is set up for local as well as through-traffic. And I'm sure that the traffic projections probably show much more local traffic using it than through-traffic. Of course now local traffic can be normally is referred to as someone asked like a destination within 25 miles of the area.

Unidentified Female: Greensboro is like a 15 minute tap. I mean you can get from one end of Greensboro to the other within 15 minutes.

Moderator: No, we're planning this for 20-30 years from now and I'm going to give you an example. I moved to Raleigh in 1961. I'm just going to say

I moved there in '61, and in the 34 years I've been there we've grown from 60,000 to 225,000 or 230,000 that's in Raleigh in the City. So I'm just saying when we start planning see we have to look at the projected growth out there so we're not just talking about what's in the area now and what might be there a few years from now, but all of our projects are based on a minimum 20-year planning period.

Unidentified Female: But wouldn't it be better to just go ahead and just expand the roads that are already there?

Moderator: Well some of the problem there one thing here you're looking at a freeway. And it's going to stay that way as a controlled access facility through its life span. Your existing system you don't have the freeway other than the I-40/I-85 segments going through and if you expand them you still have the congestion created by traffic signals, by driveways, things of this nature. And when you look at it too, if you start expanding all of the existing roads you're also going to be impacting a tremendous number of the properties there too. So it's not that you can avoid impacting people by doing it that way as opposed to this. Let's see I had a gentleman down here, Mike and then we'll...

Unidentified Male: In regard to the lady over here asking about why you didn't go farther out? Wouldn't this plan originally like it is now 30 years ago, it was out then?

Moderator: Well the plan that went into the Thoroughfare Plan back then was actually even closer in to the central business area. Gentleman's got it right there and then we'll come to you sir.

Unidentified Male: My question concerns the taxation relief. If I understand what is written and reading through and what you said is that if there

is a structure on the property there would be no taxation relief at all. Is that correct?

Moderator: That's my understanding yes sir.

Unidentified Male: And in reading, item two if it is not and has not been subdivided as of January the 1st or at this present time, are there any provisions that would require dividing that property down? Particularly in the case if there is an estate and there's acreage involved and the only structure is on one corner of it and only occupies ten percent of the property. If there's no relief in disposing of the property and the estate has to be settled amongst heirs prior and it was divided down and the portions that do not have the residents on them would they be eligible for tax relief?

Moderator: It's my understanding and I really would have to take this to our Attorney General Section to get a real legal opinion on it, but it's my understanding that the law only applies to the portion of the corridor or the right of way that's going across your land. So it doesn't look at the fact that you're dividing that property and you have some on one side and some on the other. I think the law at this time would still look at it as a single piece of property, and the fact that the home is on the property it's my understanding that that would include getting the tax relief on it. But like I say, I would really like to run that by our Attorney Generals Office to be sure because I am not a lawyer. Alright sir, we had a gentleman right here on this end and then we'll come over to you sir.

David Brown: Yes my name is David Brown. I live in the Kings Mill Subdivision also, and I have two questions for you. I think the main concern of a lot of individuals here at this meeting tonight is the fact that, did the State take any consideration into when they talk about the acquisition of peoples' property, the fact that you have property adjacent to this corridor? That like this

gentleman over here who's retiring and can't sell his property, the fact that I might not be able to sell my property? Is there any other consideration that the State has or has to offer us as individuals, tax payers, people who are eventually paying for all of this that you're doing here to get some kind of relief from you at all?

Moderator: I think there we would really have to look at you know, your individual situation and what I would suggest is to talk to Mr. Moon before you leave after we've adjourned the recorded portion. We'll be here available to discuss it with you at the map and let him take a look and tell you what may or may not be possible. If you're not within the right of way that creates a problem in that statutes do not allow us to pay damages and to purchase the property.

David Brown: Well, that's okay but my other question is how many other subdivisions like Kings Mill are affected by this road?

Moderator: Well I don't know how many individual subdivisions might be. But as you can see our estimated number of residences that would have to be relocated because of the project are 360 something I think, that fall within the right of way. Then you have others adjacent to the right of way that will be affected by virtue of their location. All right, sir.

John Hamilton: My name is John Hamilton. This, I understand that you have, this is a urban route that you propose here. I'm wondering is there, since this is to protect most of the businesses connected within the route to move traffic around. But I'm wondering is there somewhere within the next 10-to-20 years, will there be proposed in this area the Outer Loop for Greensboro? Is that what you're trying to do?

Moderator: I could not speak to what might happen in the future. Basically you know, I have no idea. I mentioned Raleigh awhile ago. We have a beltline. Our beltline was designed in 1960. We are in the process of building another Loop further out. What might happen here 20, 30, 40, years from now, I don't think anybody could give you a guess right now.

John Hamilton: But the Loop that you've proposed here is really excellent. It's to slow traffic so you're not helping the traffic move around Greensboro within the surrounding area.

Moderator: You say this is not?

John Hamilton: It's only moving traffic easily within the area here. It's just like a Urban Loop. But so far as the outer like most of the areas, transportation major corridor is on the outside so they can move the traffic faster and with this it looks like a slow moving process.

Moderator: Well actually this being a full freeway type facility it will be a not a high speed facility but it will move the traffic much faster than your local streets are moving it. And of course, this is just one segment of three that completely encircle the area. So it's a full Loop this just happens to be one segment of it. Lady, oh, I'm sorry yes sir and then we'll come to the lady down here.

Max Malinger: Yes, we had a I'm Max Malinger and the property in which I have an interest is being taken 100 percent except I think we have about a five-foot strip out there along the road. I guess that's for curb and gutter and water and sewer. But we had a bridge in Greensboro that was erected about 1950 and they finally put a road to it about 1970. It was called Fools Folly Bridge. And I it was brought to mind this thing ends at Cotswold Terrace and so

to speak runs from nowhere to nowhere. What are the plans from Cotswold Terrace on out to 29? When will this ever be really a Loop?

Moderator: From Cotswold to 29? That's part of the Northern and Eastern Loop pickup at Lawndale and go all the way around to just North of 85 and the 85 Bypass picks up there and goes from 85 East of Greensboro to 85 South of Greensboro.

Max Malinger: Yes and with reference to persons whose property is being decreased by your appearance here tonight from whatever it was to virtually nothing, what is your attitude to the date of taking? When is the date of taking?

Moderator: When is the date of taking?

Max Malinger: Yes.

Moderator: The appraisal date or the appraisal will be when they come on the property, whatever time in the future that happens to be.

Max Malinger: And alright would he appraise it in light of the Charlotte-Douglas Airport cases in which there was some 300? Or would he appraise it under different standards?

Moderator: I would refer that to Mr. Moon or we'd have to contact somebody in our Right of Way Branch because I really am not that familiar with the Right of Way.

Max Malinger: And with reference to the presence of a structure on a piece of property that's partially taken or that is taken and being unable to take

the property taxes of the 80 percent discount off of the property taxes because there happens to be a dwelling on it. Do you have anything further to say about that?

Moderator: That's just the way the law was written. And of course, the law came out of the General Assembly so, we are bound by it as far as the way it's currently written and would have to be changed I would guess by the General Assembly to get anything different than what's in there now.

Max Malinger: I'm also familiar with the bridge in New Orleans that tossed multi-millions and was going to descend into the Prince Quarter. And if you go to New Orleans you can still see it today people got together and it never descended. I wonder if there might be some possibility this might never descend upon us.

Moderator: My answer to a question like that which I've had raised numerous times is a project is never a project until it's finished. So if something happens to delay it or stop it, that can happen and until one is actually on the ground and under traffic, I figured that any of them can be stopped. Lady down here.

Reba Porchen: Thank you, I'm Reba Porchen. I have one question and I have an observation. Are there going to be any stoplights on the road?

Moderator: No ma'am, this is just like your interstate route. It'll be full control-of-access with interchanges.

Reba Porchen: Okay, and would you clarify so I'll know exactly we're using the words interchangeably corridor and right of way?

Moderator: Okay the corridor when we did the original study we had two basic corridors an eastern route and an western route and with some connectors between the two, and these were wide bands. They were not designs like you see here they were just wide colored bands. And those were like 800,000 900,000 feet wide. Tonight, we're talking about the right of way. The Roadway Corridor Official Map Act refers to corridor in its title but what we record is the projected right of way, what you see here not that wide colored band.

Reba Porchen: An extending out then from the road that's what I though would be the right of way. How far then is that 300 minimum?

Moderator: It's roughly 300 minimum and it goes out further at the interchanges and some of the other areas.

Reba Porchen: So we've got the road itself and then 300 feet on each side?

Moderator: No ma'am, 300 total.

Reba Porchen: Three hundred total?

Moderator: That's the minimum amount that the road could go in. In some places it's gonna be wider but no that's total, not on either side.

Reba Porchen: Well, I just wanted to get that clarified in my mind. Of course it's not going to bother me but there are a lot of folks that will be.

Moderator: There definitely are.

Reba Porchen: The noise level is going to be something to deal with.
Thank you.

Moderator: Uh huh thank you. The gentleman behind you there.

Jim Wiley: Jim Wiley again. I just was looking from I-40 to I-85. You actually got a connector going around Greensboro. Are they going to limit tractor trailer traffic on that? Or do you expect that one lady that's living 75 feet and ya'll having 400 tractors come by here house a day. Tractor trailers. What's going to happen right now, every eighteen-wheel driver come off near Guilford-Jamestown will go over to I-85 going south to Charlotte. And when I go to work in the morning, if you have an accident down there at 68 you'll see a solid parking lot of eighteen-wheelers.

Moderator: The project itself will not be restricted as far as banning trucks or anything but if you're talking about going from I-40 to I-85 South is that what you're saying?

Jim Wiley: Yeah, going to Charlotte. Coming off I-40 soon as the drivers learn of that route that's the way they'll go because down in Death Valley you got a problem down there whoever designed that. And I used to drive out there after I retired, and there's a lot of major cities across the United States where tractor trailers can't go and it just, our map books we're told whether we have access or not. But you're gonna have all of these people living there in houses because I ain't gonna be living there because at least you're going to take mine. The people that's going to be near it you're gonna have diesel fuel idling down there. I feel sorry for those ladies 50 feet 75 feet when a driver comes down and make that interchange and he hits his jerk brake and comes out there because you ain't gonna get no sleep at night. You gonna smell diesel

all the time and seems like our tax dollars and the lost in our homes is paying for a trucking industry bypass.

Moderator: Thank you sir. Just a moment sir, the lady down here had her hand up and then we'll come to you, sir.

Unidentified Female: I have no more questions for you but I do have one question for the audience if that would be okay?

Moderator: Sure.

Unidentified Female: I just would like to know if there are any Westminster Officials here tonight in the audience? Westminster Homes? Thank you.

Moderator: Uh huh. The gentleman towards your rear there, Mike.

Unidentified Male: You know I started not to come but they...If I could make an observation I'd like to just observe that an awful lot of people are being displaced of their life's possessions their homes, the place where they love and where they have most of their savings in their homes at the convenience of the Greensboro High Point Airport. This thing could have been moved just a very small amount westward and could have served everyone totally well. And you already have so much noise at out the airport that you can't half stand it and you're gonna move that highway on in closer on people and add more noise to the airport's already noise. And this highway doesn't have to be over here on these people or on me. And it could be over there on airport property. I've seen their giant plans for expansion of their airport property and their development of their airport property. And to make their property extremely valuable at the expense of these people whose property's now depreciated next to nothing

because nobody will buy it and it has no market-value. And come along seven years from now after it's died for seven years and give the fair market-value as of the date of taking is almost a crime. And particularly against the older people in this audience who's homes are being taken. And that's just an observation and I guess you're here for questions but that sure is an observation.

Moderator: No sir, we're here for observations, comments, questions, whatever. Gentleman right there, Mike.

Unidentified Male: Question pertaining to the building permit and three-year period. If I understood that, if for some reason a person desired to get a building permit if that was applied for tomorrow there would be a three-year period that it would be protected?

Moderator: Once it is recorded, once the map is recorded it's the first action that's requested on a parcel property there would be a three-year period but now that just applies on the property within the recorded segment.

Unidentified Male: Right.

Moderator: The property outside of that segment you know, they can approve anything they want too as far as that's concerned. It just applies to the if there's a 300-foot width through there it would just apply to that 300-foot width is the restriction.

Unidentified Male: All right. What at the end of the three-year period what happens then as far as that initial request?

Moderator: My understand is at the end of the three-year period the property either has to be purchased the right of way has to be purchased or you

can be if it meets the local requirements local planning requirements then they have to grant whatever you're requesting.

Unidentified Male: Thank you.

Moderator: Uh huh. Are there...Yes ma'am.

Unidentified Female: I have another observation. Practically everybody on Stage Coach Trail on either side of me and on either side of Friendly is retired people. Now where are we going to find places to live that's what I'm wondering? We're not out there because we're gonna live in an apartment and this broaches a lot of problems in the future if some of us are still around that's going to another problem too.

Moderator: I can certainly understand that. Again when if your property if your house is within the right of way the house is purchased. Then that's when the Relocation Assistance Program comes in and the Agents will then assist you in identifying comparable properties that are available in the area, not picking out properties for you but just going out and researching and finding out what's available, making that information available to you and assist you in any way they could in locating a comparable property. Are there others? Yes ma'am. Right there in front of you, Mike.

Unidentified Female: Since you have no idea when the Northwestern part will be hooked on to this. I'm concerned that if you come off of I-85 onto this Loop there's some understanding of where the traffic can go. I'm concerned that when the traffic reaches Lawndale, Lawndale is a small street. It is bounded on either side by private residences, and I wonder how many years is that area going to be really bludgeon by all of this traffic that's

going to come that far and can go no farther and that will be their entrance into Greensboro? So is any...

Moderator: Well actually the Northern and Eastern Segment are in the same scheduling process that this segment is in. In other words, there in the post-year with the exception of the segment from I-70 down to I-85. And so I would certainly think that before you had that kind of a problem of dumping traffic into an area that every effort would be made to at least get segments of the other one in place to carry it on around to some of the major arterioles that it would tie into.

Unidentified Female: You are speaking of east of Lawndale?

Moderator: Yes, picking up right where this one ends. See this we've already gone to the Design Hearing on the Northern and Eastern Segment and also the I-85 Bypass Segment. This is the last segment of the entire Loop that we're bringing to the Design Hearing stage, and that project is post-year also. The only one right now that's not post-year is the I-85 Bypass section and that one is interstate and can be funded under the Federal Funds and Interstate Programs. So it is moving along faster and of course, that one is looked at as needed to move as much of that I-85 traffic as possible out of the Death Valley area and carry it around. So that one has a schedule as far as the right of way and construction is concerned. These I think you will find ongoing into the program just as fast as funds become available to put them in.

Unidentified Female: My next remark I would request that you not take this personally, because this is not a personal statement. It just seems to me that it's somewhat arrogant on the part of the State and the Department of Transportation to come in and tell people in a Town where and how they should live. So it takes us ten minutes longer or even five minutes longer to get through

a stoplight, so what? At least we don't have our homes destroyed by truck traffic and speeding cars. And I really don't know where these things are initiated, I don't know if it's City Planning or who makes these plans, but it's extremely arrogant on the part of the Department of Transportation to take that attitude and I'd just like to get that on the record.

Moderator: All right, thank you ma'am. Are there others? Yes ma'am.

Unidentified Female: Good evening. Could you tell me what estimates there are for the total amount of time it would take to complete the project entirely?

Moderator: That's a good question we're talking about 15 miles. Very likely it would be let in segments such as probably three different projects. And then again it would be totally dependent upon funding because project to project could overlap themselves as far as the construction period if the funds were available. I would say that each one of the five-mile sections with the type construction you're talking about here, two-to-three construction seasons, Mike which could be two-to three years for each. But they could be as I say overlapping if the funds were available, so it's hard to give a real time-frame. I know we had a situation in another part of the State where a project was to be broken into two segments but when they got ready to build it the funding was available and they combined the two and went ahead and built the full segment rather than the two segments. But it's really at this stage not knowing how they might be let how the funding might be available to say just how long it would take.

Unidentified Female: And is there any idea right now or any plan of what point would be the most likely place to start?

Moderator: I would think that with the I-85 Bypass going in now, I mean moving into the right of way and construction phases that that would put probably pressure on the segment between I-85 and I-40 more so than on North. Of course then too, it could depend upon the northern and eastern section how it panned out too and when it got into the right of way and construction.

Unidentified Female: You mean right there to your left?

Moderator: I'm sorry?

Unidentified Female: The area right to your left?

Moderator: Yes, from there up to I-40 would be that's just my guess but I have no idea how it might be broken down. Are there others? Yes ma'am.

Unidentified Female: When is the earliest that this could start?

Moderator: That I have no idea and the reason I say that is this program that you hear me mentioning, the Seven-Year Program undergoes a yearly update naturally because it's going to lose the year it's currently in and you're gonna add on the seven-year out. And too, these projects were specified in the Highway Trust Fund Bill that was passed in the 1989, I believe. And that's to my knowledge probably the first projects we've ever had the Legislatures tell us we were to build, and so there're tied in to the funding that's part of this Trust Fund. And right now the way the funding has been coming in in the various segments of the Trust Fund that have to be met the Loop projects being very expensive projects are not getting that much funding.

Unidentified Female: So basically then this could go on for seven years and then another seven years and then another seven years?

Moderator: No because the Bill put a specific time-frame in to accomplish everything in the Bill. It has been adjusted since the Bill was passed. I think that very likely you're going to see some kind of funding I would say within that seven-eight-nine year period or the next seven-eight-nine year period out.

Unidentified Female: Okay so if the funding is made available in seven or eight years the construction will start right then?

Moderator: No you've got to acquire the right of way take care of the relocation and then let to contracts.

Unidentified Female: So that could be another five years?

Moderator: Normally the right of way action on this will take probably two years on each segment.

Unidentified Female: So then the people that are within this and are like several of us that are just outside of this our lives are on hold until you guys decide what you're gonna do?

Moderator: Unfortunately it is that way, yes.

Unidentified Female: And there's no kind of relief for us at all, I mean that are right next to this thing that are looking forward to tires and beer cans being thrown over the bridge?

Moderator: Unfortunately again the way the statutes are written and in my answer to those type situations is the statutes are developed by the General

Assembly. And you know and if you want to see changes occur you need to address it through your representatives and the General Assembly to you know try to get them to make the changes because we're bound by just like it applies to you. You know we don't make develop those statutes or anything and we have to abide them.

Unidentified Female: But this is applying to me and I have nothing to say about it? You know I mean my house is next to this thing. I can't sell it. And it's like the decision is being made by somebody else and if I write them a letter it's like, oh well, another complaint. You know I mean nothing is going to be done.

Moderator: No, what I was making reference to was if you wanted to if you felt that the statutes that we currently operate under as far as Right of Way is concerned need to be changed because of the nature of this type project and what it's doing to properties and tying them up for unknown number of years and so forth. That in order to accomplish changes in those statutes it would have to go through the Legislative process.

Unidentified Male: Maybe we need to get a new Governor with a new Highway Commissioner.

Moderator: Well sir, the way I've seen things going on for the 34 years I've been here the General Assembly seems to have more power on what's done in those lines than the Governor or the Highway Commissioner or the Secretary of Transportation. Are there others? Yes sir.

Unidentified Male: When the plan is set when this plan right here is set when can properties begin to be acquired as far as hardship this kind of thing is concerned?

Moderator: As soon as it's recorded. If you've got a, if you're within the right of way and have a hardship situation you can apply right away.

Unidentified Male: When will it be recorded?

Moderator: Ms. Stepney said probably this summer. Hopefully we'd be talking about early summer June something like that. What we have to do now is of course make any adjustments that come out of this process. And then, the in order to record it it has to be put in a certain format for the Register of Deeds. And soon as that can be done the coordinates worked out and everything it will be recorded just as soon as we can.

Unidentified Male: Okay, I guess the thing that's concerning about all of this is and then everybody feels the same way that's in this room. Like all projects whether it's in private business or anything else they've all got time-tables. I've never seen anything in the last four years or five years that we've lived in this town that things have been shifted as much as they have on this. I mean were originally lead with the impression that when we first moved here back in '89 that things were going to be happening come 96-97 and it just continue to get pushed out. Where's the responsibility and the accountability to all of the citizens as to what exactly goes on here? I mean we sit here and we watch all of this happen but nobody can say anything about it. They can but is it going to be responded to who knows? But it's the responsibility and the accountability that I guess I'd like to see something happen and it's difficult to see it.

Moderator: Well I can certainly understand that concern. I guess not to try to defend the State's position with this but the State operates on the tax revenue that becomes available. And like I'd mentioned awhile ago, when the

Highway Trust Fund Bill was passed that put loops for seven cities in that Bill and the, as you can look at the estimated cost of this particular 15-mile segment here. The funding in the Highway Trust Fund Bill did not come in as rapidly as they anticipated at the initial onset of the Bill. I think it had been coming in more so now in the last few years but the because the original Bill said that the whole Bill would be completed I think, by the Year 2013. And that's seven loops, that's the intra-state system that's paving all unpaved roads with more than 100 cars a-day and things of this nature. And another things happened too is the escalating cost of all of this has also been a factor in being able to pursue it as fast as they had originally planned. Then we ran into the situations where corridors that had been on thoroughfare plans for numbers of years had gotten completely over built to where there was just no way to go and use that corridor. And so then when the study started and you look at the growth that's occurred in the various areas and the locations changed on a number of the thoroughfare plans, and all of this is just to add to the time-factor. And now they're trying not to let that happen again, so that if you let this build up even more so over a period of seven years, then you'll be back to square one. It's a kind of a "catch 22" situation. You're trying to protect on one side but you're really creating problems on the other side.

Unidentified Male: Yeah, because all of this within the I'm also a Kings Pond and Kings Mill homeowner and the Westminster really set up those two subdivisions in the last ten years. And if this was on the books for as long as it has been it's amazing that it had not been set aside prior to that, and just declared an area that was not going to be touched until it was absolutely clear, because you don't want to see anybody have their home taken.

Moderator: Sure.

Unidentified Male: The ones that have built in the last 25-30 years that's something that couldn't have been anticipated but in the situation where you've got homes that are very new properties and are obviously are being paid for at today's rates that you've it really doesn't seem to make a whole lot of sense.

Moderator: Well I think that's really what precipitated the Roadway Corridor Official Map Bill to actually give the local officials and the State a legal means. Because prior to that time they had no legal way to stop anyone from building, even though that might be on a thoroughfare plan and show that as a corridor for future facility, there was no legal way that you could prevent people from developing their property within those locations.

Unidentified Male: I don't want to take up the rest of the night here but was there a particular reason for why certain properties could not then be developed within a few of these subdivisions because it all of a sudden stopped? And I think that if Westminster had their choice they would have put a home on every single lot there.

Moderator: Well like I say, you know until you've got your law in place to actually stop that there's really no way they can stop it.

Unidentified Male: So that was done in the last couple of years then?

Moderator: The law was passed in '87, I think was when the law actually came into being but you have to bring a project to a certain level before you can invoke, before you can actually record it. You can't just go out and record, you have to do at least an environmental screening and do some preliminary design work and so forth. And since this one was already into the planning stage it was just carried on through on its normal development.

Unidentified Male: Thank you anyway.

Moderator: Uh huh.

Unidentified Female: I don't know exactly where these peoples' property is but I know that some people here those of us who have lived here for a long time, know that this was not the original plan for this the route that this particular section would travel. As a matter of fact, for 20 or 30 years it had been supposed to go in an area through a wooded section of Guilford College, and across some of the Jefferson property and things of that sort. And within the last three or four years it got moved out and this Western alternative if you please, got imposed upon some of us at least who are out on the Stage Coach side. And you get the feeling sometimes that perhaps you aren't just as politically well placed as someone else who has been in the path of a road for 25 or 30 years, and then suddenly it gets moved out on you.

On here when we got told three or four years ago, that the Highway Department would be making decisions and buying right of way within the next two or three years. I understood that possibly some of it might have gotten bought in 1994 and 1995, and now we're seven more years in limbo. And the thing about not being able to go down and apply for a building permit to add a deck on the back of your house if you want too. You have to go through the three year waiting period and then I don't know what kind of cooperative adventure may have been worked out between the Department of Transportation if that's even possible, and the City of Greensboro Building Department. But I can see the scenario now you go down and you can't get your building permit at that time because you have to go through a three-year wait. And then of course, the three or four months that you've got to complete the process expires then. So you've got to go through this exercise of utility over and over and over again.

This is truly a frustrating experience and of course, the logical place for it to actually go as Mr. Ballinger observed a few minutes ago, out further on the airport property or around the airport isn't even considered. Because there again, I suppose our clout we're not as politically well placed or whatever. But it is utterly frustrating to people who have, people knew for 25 years that the route was going to be a certain aerial within a general framework of a sudden area, and then all of these little other alternatives got drawn. So it's not that we're just now in the shadow of this if we happen to be located in it or beside it, it is that many of us have lived under the shadow of two or three proposals now for several years.

And with reference to what the lady said about her plight of not being within the actual area that's being taken, and your comments about the Legislature needing to do something about this. The Fifth Amendment to the Constitution of the United States, made applicable to the States under the Fourteenth Amendment to the Constitution, says that private property shall not be taken but by due process of law and also for just compensation. All of that is grand and glorious if we happen to be in the area. My property will be taken in totality presumably, I will get just compensation. But those who live just outside are going to have the highway have had their property taken as much perhaps, more so than I who can get my money and run somewhere else but they must stay there. Somewhere there must be a realization on the part of the Legislature of the State of North Carolina or the courts of this State that what is happening to these people is a taking as surely as someone went out and held a gun to their back and took their property. And this is not right something needs to be done.

We speak sometimes about special damages and general damages. These people are not experiencing the general damages that anyone does when a road goes near their area. These are special damages that they have to suffer everyday because they are so in such close proximity to it. And I don't know

where the relief lies because I don't know that the North Carolina General Statutes, the Legislative aspects of it actually says at any point or defines specifically what a taking is. But the courts or someone needs to extend that taking to people who have to suffer special damages far greater than the general public by virtue of a placement of a highway near their property.

Moderator: Thank you.

Unidentified Male: The Charlotte Douglas Airport cases address this particular point. And anybody here would find themselves well advised to go to some law library and read the Charlotte Douglas Airport cases, and that's one point. The second point is this road ought to have gone Pleasant Ridge Road and tied into 68 along with the new Highway 68 that's coming through between Summerfield and Oak Ridge. And this highway ought to have not been built where it is being built and there ought to be protestations to try to keep this highway from being built where it is proposed to be built.

Third point I'd like to make is all of us nice people out there that are being wiped out would like to live like Cieby Geigy, who I understand by the newspaper got \$6.71 million for their little strip of land. And I see up there it's not very much of it, and their continuing to use it and the highway owns it, and the highway is paying taxes on it to the city and the county we're sure. And we would like to not pay taxes to the city and the county for the next seven years, plus two years, plus five years while somebody gets around to doing whatever they want to do. If you haven't paid city and county taxes lately, it's an experience you've got in store for you because they've got another annexation on the way. Thank you.

Moderator: Thank you, sir. Haven't paid any here but I've done it in Raleigh for 34 years, I know what you mean. Are there others? Well if not, on behalf of the Division of Highways, I want to thank you for your presence tonight

for the comments and your questions. Let you know that we're available to talk at the map with anyone that has any specific questions. Thank you very much and we'll adjourn the hearing.

Hearing adjourned,

W. A. Garrett, Jr.
Moderator
Citizens Participation Unit

WAGjr:ds